

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG..... "BULOW"..... WEDNESDAY, 8th Sept., Noon.

MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYDNEY and MELBOURNE..... "PRINZ WALDEMAR"..... FRIDAY, 10th Sept., Daylight.

KUDAT and SANDAKAN..... "BORNEO"..... Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st September, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA.....OCEANIAN.....Sollier.....13th Sept., P.M.
MARSEILLES, VIA PORTS.....AUSTRALIAN.....Riquier.....14th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....SYDNEY.....X.....27th Sept., P.M.
MARSEILLES, VIA PORTS.....POLYNESIAN.....Broc.....28th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 31st August, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

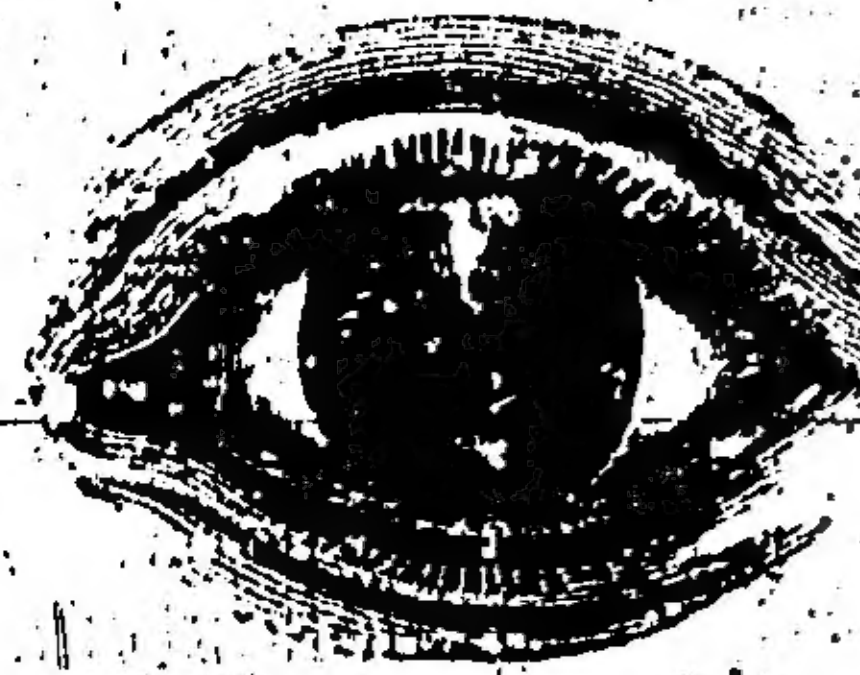
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamsen.

For further particulars, please apply to the COMPANY'S OFFICE, at Shamsen, Canton; or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1900.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight" free.

LONDON,

1, John Street, Bedford Row, W.C.

Hongkong, 4th March 1900.

CALCUTTA,

19, Regent Street

SHANGHAI,

104, Nanjing Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length.....515 ft.
Width of Entrance... 30 "
Water on Blocks..... 28 "

No. 2 DOCK.

Docking Length.....376 ft.
Width of Entrance... 50 "
Water on Blocks..... 26 "

No. 3 DOCK.

(IN COURSE OF CONSTRUCTION)
Docking Length.....481 ft.
Width of Entrance... 63 "
Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captain and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 376, 608, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1901.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October; at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 3rd June, 1900.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godowns.

In No. 1, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House, with Servants' Quarters, next to the Masonic Club.

Apply to

DAVID SASSOON & Co., LD.

Hongkong, 6th August, 1900.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1900.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.).

One FIVE-ROOMED BUNGALOW, "The Neuk" No. 84, Mount George, Peak, Garden and Tennis.

Furnished—Possession from 1st October next.

Apply to

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 25th August, 1900.

TO LET.

No. 1 & 3 MORRISON HILL, also

OFFICES at No. 3 PRINCE STREET.

Apply to

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1900.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,

3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD

A HOUSE in RIVER TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRINCE EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE.

No. 16, DES VŒUX ROAD CENTRAL

1st Floor.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1900.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd June, 1900.

PEARLS.

It is said that the Chinese were the first to find out that the pearl in the oyster is due to the irritation produced by the introduction of a particle of foreign matter. This is coated with saccharine matter, and forms the pearl. Advantage was taken of this to make what may perhaps be called artificial pearls. The shells are gently opened and bits of mud, lead, &c., inserted. They are then placed in a stream of water, and fed with manure. This making of pearls is carried on to a considerable extent in China and Japan. One advantage is that by varying the shape of the introduced piece of lead, &c., the shape of the pearl can be varied. Artificial pearls, however, are not so fine as the natural ones.

The natural pearl is also produced by an irritant foreign body, but it has been shown that this is very frequently, if not normally, the egg of a parasitic worm. The coating of this with a saccharine deposit seems to be a measure of self-protection on the part of the oyster. If the oyster happens to be eaten by a gull the pearl will be dissolved in the acid digestive juices of the bird, and the parasite will pass through its second stage in its new host.

CATALAN HORRORS.

DRAGGED THROUGH THE STREETS.

Fierce fighting took place on July 25th between the goddames, the police and the revolutionaries outside Barcelona. The Marist monastery offered a stout resistance, and three of the monks were shot. The mob destroyed five churches and convents in a few hours, during the night Barcelona was given over to the horrors of revolution. The supplies of gas and electricity were cut off from the streets, and a gang of incendiaries (including women), carrying torches, bundles of straw, paper, hatchets and petroleum, rushed from church to church and from convent to convent burning everything before them. On the following afternoon the revolutionaries sacked a number of goldsmiths' shops in Barcelona. The fathers and pupils of the Jesuit monastery at Sarin repelled the rioters for three days by keeping up a steady rifle fire. The monastery was eventually relieved by a force of artillery. After burning a convent at San Jeronimo the revolutionaries disinterred the corpses in the convent cemetery and carried them in procession. They tied ropes to the embalmed bodies of nuns and dragged them through the streets. There are now 15,000 soldiers in Barcelona. 1,000 PRISONERS IN DUNGEONS.

Mr. O'Donoghue, the "Chronicle" special correspondent at Barcelona, telegraphing through Cerbera (a Spanish town close to the Franco-Spanish border) states that there are 1,000 prisoners in the subterranean dungeons of the Mont Juich fortress at Barcelona, and that these are mostly dupes (including women and boys) since the leading revolutionaries made good their escape. A court-martial is sitting all day long, and any rioters taken red handed, or smelling of petroleum, or showing traces of gunpowder, are found guilty, and shot in batches a few hours later.

Mr. Philpott, the "Express" special correspondent, reports that since July 31, 160 persons have been shot at Barcelona by squads of infantry 40 strong, the shooting taking place in the courtyard of the Mont Juich fortress in the presence of the garrison. Arrests continue to be made owing to some of the condemned persons accepting respites in return for giving the authorities the names of revolutionaries.

Intimations.

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK,

MANUFACTURE WHOLESALE & RETAIL

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 5th August, 1900.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS,

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a specialty.

Hongkong, 2nd September 1900.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUILAR STREET,

HONGKONG

Hongkong, 1st September, 1900.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA" Captain Deinat, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here; after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 27th August, 1900.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ATHOLL,"

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 30th August, 1900.

S.S. "POLYNESIAN"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Medoc*, from Havre ex s.s. *Dordogne*, and from Bordeaux ex s.s. *Ville de Valenciennes*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 6th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 6th September, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,

Agent.

Hongkong, 30th August 1900.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, LIDDESBRO,

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 31st August, 1900.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of September, at 9.30 A.M.

All Claims must reach us before the 11th of September, 1900, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. *Thetys* from Smyrna via Naples.

The steamer, having sustained General Average, Consignees of Cargo (from Hamburg, Bremen, Manchester, Antwerp) are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 2nd September, 1900.

Intimation.

Powell's

ALEXANDRA

BUILDINGS.

NEW GOODS

DAINTY
ROBES

IN

LACE

AND

MUSLIN.

PRETTY
BLOUSES

FOR

AFTERNOON

AND

EVENING

WEAR

Ladies'
and
Children's
MILLINERY.POWELL'S
ALEXANDRA
BUILDINGS.28, Queen's Road.
Opposite the Clock Tower.

Hongkong, 28th August, 1909.

Public Company

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, 51, George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 1909, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 27th August, 1909. [609]

Auction.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON

SATURDAY,

the 4th September, 1909, at 1.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

A LARGE ASSORTMENT OF
JAPANESE CURIOS.

Comprising:—

IVORY CARVINGS, BRASS AND
BRONZE VASES, BOWLS, MAKUZZO
VASES, PLATES AND TEA SETS, SILK-
EMBROIDERED SCREENS, KAKE-
MONOS, WALL HANGINGS, SATSUMA
VASES, AND TEA SETS, KAGA AND
NAGOYA TEA SETS, &c. &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 30th August, 1909. [618]

Intimations.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified, that information has
been received from the Military Authorities
that GUN PRACTICE will be carried
out as under:—

On THURSDAY, the 2nd September:—

From Pakshawan in a North-Easterly
direction, at ranges up to 6,500 yards,
commencing at 5 P.M., and finishing at
11 P.M.

If the weather is unfavourable on the
above date, practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the ranges.

C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master, &c.

Hongkong, 27th August, 1909. [613]

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouché
& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

QUINQUINA? ALSO

QUINQUINA? DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [610]

REGRET

You will NEVER if you
VISIT

MOHIDEEN &
THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1909. [619]

CHINESE SECRET SOCIETIES.

The public has scarcely heard of Chinese
secret societies since the collapse of the Boxer
revolt. Even those who take interest in this
curious subject have seldom found an allusion
to it in the news from the Far East. It might
well be supposed that in our colonies at least
these evil associations had been reduced to
impotence, if they cannot be suppressed. But
the sharp little fight at Kuala Lumpur just
reported shows that they are still active and de-
fiant; indeed, I recall no former case where a
gathering of members has resisted with fire-
arms. Is this another illustration of the results
of the Japanese triumph?

Kuala Lumpur is the port of Perak, a large
and flourishing town of its sort, inhabited by
Chinese, Malays, and Tamils—peaceful
emigrants from Southern India, who work on
the plantations in the neighbourhood. Secret
societies are forbidden there, as everywhere
else in the Malay countries; but three or four
days ago the authorities learned that a meeting
was to be held in a temple. The Chinamen did
not wait to be attacked—when the police came
in sight they opened fire, and, though defeated
with a loss of twenty-five prisoners, they
wounded the European inspector and a Sikh
constable severely. We hear that the Chinamen
were dressed in red, a significant novelty.
But the whole incident is novel.

It was, the turbulence of the Huys, as these
societies are called, which obliged Sir Andrew
Clark, Governor of the Straits Settlements, to
occupy Perak, in 1888, at the instance of the
Rajah—Malay, of course. The mines there
had attracted not less than 10,000 Chinamen,
an army quite beyond the control of any Malay
Government. The Rajah of Perak did not try
to govern them; they were careful to pay his
dues, and he left them alone. Individually,
doubtless, the Chinamen were excellent fel-
lows—industrious and good-natured, content
with a little gamble and a little opium after the
hard day's work. But they all belonged to
Huys. These, in their various forms, are bene-
fit societies and co-operative stores, admirably
managed, with the experience of countless
generations. Their evil practices are an ex-
cessiveness, kept most scrupulously apart from
the regular business.

Rival trade unions never lack grounds of
quarrel. But the Huys in Perak—something
less than half a dozen, I think—were offshoots
of parent societies long established at Penang,
on British territory. And these latter were
divided into two factions, savagely hostile.
From the time of its foundation almost, the
great and wealthy city of Penang was disturbed
at no long intervals by a series of murderous
engagements between these bodies in the
streets. While residents bore the infliction as
if it were an unavoidable calamity, to which
man is subject in the Far East, Singapore
still greater, and still more wealthy, suffered
worse on the whole, until the last intolerable
outrage. But if the hostile Huys ventured to
carry on like this under the guns of the British
Fleet, with regiments of British soldiers within
call, we can imagine their proceedings in
Perak when there was actually no force to re-
strain or punish them. The various sections up
and down took to fighting as the employment
of their leisure—and fighting meant killing.
At holiday time they concentrated for real bat-
tles. Sir Hugh Low officially credited the state-
ment that 30,000 men were engaged in an action
at Tipping, when two thousand perished. Their
bones were turned up in laying out a tennis
ground fifteen years after.

These glorious victories and shameful defeats
found an echo, naturally, at Penang—the
mothers demonstrating in sympathy with their
offspring. Excitement grew from year to year,
and trouble with it; until in 1876 a tremendous
riot occurred. Then Chinamen showed what
they could do in the way of courage and de-
termination. Though the troops were called out
at an early stage they did not cease fighting
one another for more than a week. A thou-
sand at least were killed in the streets—many
houses were burnt.

Something had to be done. A District
Grand Master and some high officials of the
Huys were prosecuted for conspiracy to mur-
der, and convicted. But the Colonial Office
still refused to take notice of the societies.
Two years afterwards a riot even more renowned
in the annals of the Straits broke out at Singa-
pore. Then, at last, the intelligent gentlemen
safe in Whitehall consented to the registration
of the Huys—but no more. Not till 1888
were they suppressed—nominally. At that
date the official return gave eleven secret
societies in Singapore, with 1,122 office-
bearers and 62,376 members; in Penang five
societies with 361 office-bearers and 92,581
members. By the Census of 1888 the whole
population of Chinese in the Straits was
153,532; thus the enrolled members of secret
societies actually outnumbered the official return
of residents, including women and children.

It has been admitted that the Huys per-
form excellent service. But after attending to
the various interests of the members, the com-
mittee, so to term it, proceeds to make money
by every trick which Chinese ingenuity can
 devise, unrestrained by any sort of moral feel-
ing. This language is not exaggerated. Mr.
Pickering, Protector of the Chinese in Singa-
pore, described them officially as "combinations
to carry out private quarrels, and to uphold the
interests of the members in defiance of the
law; to raise money by subscription and by
levying fees on brothels and gambling houses."
"Subscription" is a mild term for systematic
blackmail, enforced by ruthless murder. But
there is much more to be said about these
secret societies had I room. Frederick Rogers
in *Pail Mail Gazette*.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized
from simple speculation, but the great fortunes
are derived from legitimate and honest business
—where the goods furnished are worth the
price they bring. Certain famous business
men have accumulated their millions wholly in
this way. Prompt and faithful in every con-
tract or engagement they enjoy the confidence
of the public and command a class of trade that
is refused to unstable or tricky competitors. In
the long run it does not pay to cheat or deceive
others. Even a child or a dog soon learns to
distinguish between real friends and foes in
disguise. A humbug may be advertised with a
noise like the blowing of a thousand trumpets,
but it is soon detected and exposed. The
manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles.
Before offering it to the public they first made
sure of its merits. Then, and then only, did
its name appear in print. People were assured
of what it would do, and found the statement
truthful. To-day they believe in it as we all
believe in the word of a tried and trusted friend.
It is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. It aids digestion, drives im-
purities from the blood and cures Anemia,
Scrofula, Debility, Influenza, Throat and Lung
Troubles, and Wasting Complaints. Dr. Louis
W. Bishop says: "I take pleasure in saying I
have found it a most efficient preparation, em-
bodying all of the medicinal properties of a
pure cod liver oil in a most palatable form." It
stands in the front rank in the march of medi-
cine. It is a scientific remedy and a food, with
a delicious taste and flavour. No slow or
doubtful action. "It cannot disappoint you."
Sold by all chemists.

9

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season
will be held at Happy Valley, on
SATURDAY, the 4th September, commencing
at 4.15 P.M.

The Charge of Admission will be \$1.00 for
others than Members of the Hongkong Jockey
Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.

The Committee invite the Ladies of Hong-
kong to be present.

C. GORDON MAOKIE,
Hon. Secretary and Treasurer.

Hongkong, 1st September, 1909. [622]

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING
will be held at the Hongkong Cricket
Club Pavilion on MONDAY, 13th September,
at 5.30 P.M.

All clubs wishing to compete in the coming
season are invited to send representation.

A. O. BROWN
Acting Hon. Sec.

Hongkong, 1st September, 1909. [623]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 15 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.00 p.m. ... Every 10 minutes
2.00 p.m. to 2.30 p.m. ... Every 15 minutes
2.30 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes
9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 2.00 p.m. ... Every 15 minutes
2.00 p.m. to 3.00 p.m. ... Every 15 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes
4.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes

NIGHT CARS on Week Days

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [624]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
FURNITURE WAREHOUSE.

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at

No. 10, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronized by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.

15th May, 1909.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909. [625]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 28th August, 1909, 100 cts. per 5 Mar.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 20

" Corned—Ham Ngau Yuk 20

" Roast—Shilo 20

" Breast—Ngau Lam 20

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chuan 26

Butcher's Brains—, Knaw... per set 10

" Tongue fresh—Ngau Li... each 50

" Corned—Ham Ngau Li... 60

" Head—Ngau Tau 80

" Heart—Ngau Sum... per lb 13

" Hump, Salt—Ngau Kiu 13

" Feet—Ngau Kook... each 8

" Kidneys—Ngau Yiu... 10

" Tail—Ngau Mei... 18

" Liver—Ngau Con... 12

" Tripe (undressed)—Ngau To... 6

Calves' Head and Feet—Ngau-chai-
lau-koek... set \$1.00

Mutton Chop—Young Fat Kwai... 22

" Leg—Young Fat Kwai... 22

" Shoulder—Young Fat Kwai... 20

Pigs' Chittlings—Chai chong... 22

" Brains—Chai Know... per set 12

" Feet—Chai Kook... 12

" Fry—Chai Chak... 25

" Head—Chai Tan... 9

" Heart—Chai Sum... each 9

" Kidneys—Chai Yiu... pair 8

" Liver—Chai Kon... 24

Pork, Chop—Chai Fat Kwai... 21

" Corned—Ham Chai Yuk... 24

" Log—Chai Fat... 24

" Fat or Lard—Chai Yuk... 18

Sheep's Head and Feet—Young Tan... 50

" Kook... set 50

" Heart—Young Sum... each 10

" Kidneys—Young Yiu... 9

" Liver—Young Con... 24

Sucking Pigs, To Order—Chai Chai... 22

Suet Beef—Sang Ngau Yuk... 20

" Mutton—Sang Young Yuk... 22

" Veal—Ngau Chai Yuk... 20

" Sausages—Ngau Chai Yuk Tong... 20

POULTRY.

Chicken—Kai Chai... 30

" Capons, Large, Small—Shi Kai... 30

" Ducks—Ap... 20

" Doves—Pan Kai... each 18

" Eggs, Hen—Kai Tan... per doz. 30

" Fowls, Canton—Kai... 20

" Hainan—Hoi Nam Kai... 28

" Geese—Ngo... 20

" Geese, Wild Shanghai—Sheng Hoi Ye... 20

" Nge... pair 20

" Musk Deer—Wong Keong... each 10

" Hare—Tu Chai... 10

" Partridge—Chai Khoo... 10

" Pheasant—Shan Kai... pair 10

" Pigeons, Canton—Pak Kup... each 30

" Holbow—Holbow Pak Kup... 25

" Quail—Um Chun... 10

" Rice Birds—Wo Fa Chai... dozen 10

" Snipe—Sa Chai... each 25

" Turkeys, Cock—Fo Kai Kung... per lb 65

" Hen—, Na... 45

" Wild Ducks, Shanghai, Spl... pair 10

" Teal, Shanghai, Spl... pair 10

" Wild Ducks Canton—Sang Shing Sui... pair 10

" Ap... pair 10

" Fish

" Barbel—Ka Yu... 11

" Bream—Bin Yu... 14

" Canton Fresh Water Fish—Hoi Bin Yu... 16

" Carp—Li Yu... 22

" Catfish—Chai Yu... 20

" Goldfish—Mun Yu... 17

" Grabs—Hal... 22

" Oatly Fish—Mun Yu... 14

" Dab—Sa Mang Yu... 17

" Dace—Wong Mei Lun... 12

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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DAILY—186 per annum.
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additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

DEATHS.

On the 1st day of September, 1909, Abdool
Rahim Soondaram, Aged 32.
On August 27, 1909, at Shanghai, James H.
Arnott, late Chief Engineer, Chinese Engineering
and Mining Co.'s s.s. *Heilung*, aged 45
years.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPTEMBER 2, 1909.

THE LIFE-TOLL OF RAILWAYS.

The general report which the Board of Trade
is about to issue on the accidents that occurred
on the railways of the United Kingdom in the
course of the year 1908, is one that ought to
give the travelling public a sense of safety and
confidence, remarks the *Pall Mall Gazette*.

The report shows that the whole of last year
passed with an entire absence of loss of life to
passengers through any accident to the trains
in which they were travelling. As to the number
of injured, viz., 283, that figure is very low
when compared with previous years. So far as
the records extend there was only one previous
year, 1901, in which no passengers were killed
in train accidents. The average numbers for
the past ten years were 21 killed and 656 in-
jured. The average number of fatalities to

passengers during the thirty years previous to
1908 was 22.

In the thirty years ending with 1907 there
was one passenger killed on the average in
every 41,000,000 and one injured in every
1,400,000, as compared with none killed and
one in 4,500,000 injured in 1908. The risk is
really less than these figures indicate, as the
report points out, since they take no account
of the journeys of season-ticket holders, the
number of whom has greatly increased in re-
cent years.

This welcome immunity from fatalities to
passengers last year is to be read only in con-
nection with accidents to the trains in which
those passengers were travelling. There is, of
course, every year a number of accidents, ex-
clusive of train accidents, caused by the move-
ment of trains and railway vehicles. Last year
in this class of accidents there were recorded
the deaths of 102 passengers, 376 servants, and
559 other persons, while injuries were sustained
by 2,242 passengers, 4,975 railway servants,
and 312 other persons.

It appears that the average number killed
and injured in previous years were 105 killed
in the thirty years ending with 1907, and 1,696
injured in the twelve years ending with 1907,
for which alone trustworthy figures are avail-
able. A comparison of these figures with the
corresponding figures for 1908, given above,
shows in the latter year a slight decrease in the
number of killed, and a considerable increase
in the number of injured.

Taking the number of journeys into account
it will be found that in 1908 there was one pas-
senger killed in every 14,500,000 journeys, and
one injured in every 570,049 journeys, as com-
pared with one in 9,800,000 killed and one in
673,189 injured, the averages for the previous
twelve years. The apparent increase in the
non-fatal cases is no doubt due, the report says,
to extra vigilance in reporting the accidents in
consequence of the issue of a stringent Order
by the Board of Trade in December, 1906.
Alluding to the accidents to passengers in this
class the Board says in the present report that
most of them are due to want of common care
and caution on the part of the passengers them-
selves.

In all classes of accidents during 1908 we
find that 1,043 persons were killed and 7,984
were injured on the railways of the United
Kingdom. The average figures for the pre-
vious ten years were 1,155 and 7,036 respec-
tively. This shows a decrease in the total
number of fatal accidents and an increase in the
non-fatal cases.

LOCAL AND GENERAL.

MR. J. R. Piercy joined the Volunteer Corps
on the 28th ultimo.

COMMODORE E. C. T. Troubridge has been ap-
pointed a Naval Aide-de-Camp to the King, in
place of Capt. R. H. S. Bacon, promoted to
Flag rank from July 12.

THE P. and O. Company's steamer *Mooltan*,
which left London on 30th July, took the follow-
ing specie for:—Singapore, coin gold, £4,000;
Shanghai, bar silver, £15,000.

INFORMATION has been received by the Colo-
nial Secretary from Shanghai to the effect that
quarantine restrictions imposed upon arrivals
from Hongkong have been removed.

ONE of the most interesting fixtures at next
year's international exhibition at Brussels will
be King Leopold's restaurant. The building is
in the form of a Chinese pagoda. It has cost
His Majesty £10,000, all the decorations and
wood carving having been executed by native
artisans.

THE following officers of regiments represented
in Far Eastern garrisons have passed the
qualifying examination for promotion to the
next superior rank:—East Kent Regiment,
Captain C. H. Hood; Middlesex Regiment,
Captain H. P. F. Bicknell and Lieutenant J. J.
Macartney.

THE *Courier Saigonnais* says that the European
export firms at Saigon have been so hard hit by
the long-standing commercial crisis and by
Chinese failures that they have formed them-
selves into a syndicate to safeguard their
mutual interests. The post of president of the
syndicate has been offered to M. Schlegel, who
was formerly chairman of the Chamber of
Commerce there.

IN the course of a report from Canton, the Act-
ing Consul-General says that public opium
smoking, in divans and restaurants, has prac-
tically ceased, owing to the strict enforcement
of regulations by the police, but there would
appear to be little diminution in the amount of
opium smoked privately. The authorities have
failed to induce smokers to take out licences.
As these licences take the form of a printed
document on a board some 12 in. square, this
reluctance on the part of smokers is not to be
wondered at.—*L. & C. Express*.

We are advised by the local agent of the Pacific
Mail Steamship Company that the Company,
and the Toyo Kisen Kaisha (San Francisco
Lines) commencing with the sailing of the s.s.
Silveria from Hongkong, October 1st, will quote
the same rates of passage from Manila to San
Francisco, points in the United States and
Canada, and also points in Europe, first-class,
intermediate and second-class, as are now
quoted by these companies from Hongkong to
the above points. Also when passengers em-
bark on the steamers of the above lines at
Manila for through passage to ports beyond
Hongkong, they will be allowed, if they desire
to remain on such vessel during their stay in
Hongkong, to do so on paying \$15 gold to cover
cost of subsistence, etc. Any further infor-
mation desired will be gladly furnished, upon
application to the Agent.

Criminal Conversation.

JURY'S UNANIMOUS VERDICT.

DAMAGES AWARDED.

The action was resumed before the Chief
Justice (Sir Francis Piggott) in the Supreme
Court, this morning, in which Captain C. W.
Mitchell, master of the steamer *Fogel Song*, is
claiming damages from John Lemm, a Hong-
kong architect, for alleged misconduct with his
wife on divers dates and at various places in
this Colony.

Sir Henry Berkeley, K.C., instructed by Mr.
H. W. Looker, of Messrs. Deacon, Looker and
Deacon, appeared for the plaintiff. Mr. M. W.
Slade, instructed by Mr. P. M. Hodgson, of
Messrs. Ewins and Harston, defended.

The jurymen empanelled were:—Messrs. E.
J. Hughes (foreman), J. W. Bolles, E. Shellin,
M. S. Northcote, G. C. Moxon, E. H. Hinds
and M. S. Sassoon.

This morning's proceedings opened by Mr.
Lemm being called into the box, where he un-
derwent further cross-examination.
Mr. Slade then continued his address. He
said that it was ridiculous to infer from the
visits of Mr. Lemm to Mrs. Mitchell that any
improper relations existed between the two. He
would ask his Lordship the Chief Justice to put
to the jury a number of specific questions to which
the jury would have to reply. They would have to
sort the evidence before them. This was not an
easy matter, and one which very few persons
were capable of doing. Most people, Counsel
declared, who were not accustomed to hearing
evidence could only retain in their mind a
vague idea of the evidence heard. Proceeding,
Counsel stated that there was no specific act
of indecency between Mr. Lemm and Mrs. Mit-
chell. There was no undue familiarity. The
evidence adduced was purely circumstantial
evidence. The jury were bound to give the bene-
fit of the doubt to the defendant. They were as
much bound to give the benefit of the doubt to
the defendant as to a prisoner in a criminal trial.
It was for the plaintiff to establish the charge
which he had made against Lemm. The
evidence, Counsel declared, should leave
no doubt in the minds of the jury. He sub-
mitted that Lemm had given his evidence in a
perfectly straightforward manner. Even in
giving evidence on matters which seemed to go
against him, he gave it in a straightforward
way, which was the surest sign of the genuineness
of a witness' evidence. The charge
against Lemm was almost as serious as that of
murder. It was a charge which would ruin the
defendant. In conclusion, he said that there
could only be one verdict, and that would be
"Not guilty."

After the tiffin adjournment, Sir Henry Berke-
ley addressed the Court at great length.
Counsel related the diverse incidents attaching
to the familiar relations between Mr. Lemm
and Mrs. Mitchell and traced the early
history of their acquaintance. Counsel laid
stress on the point that the relations between
the two were kept a secret from Capt. Mitchell
after the meeting arrangements had been
stopped by the latter. Several witnesses had
been called, and according to their statements,
the jury would be justified in returning a
verdict of guilty intercourse. In conclusion,
he asked the jury to award substantial damages.
The Chief Justice, in summing up, said that
he felt sure that the jury, like his Lordship, had
come to Court with pre-conceived notions
and if that was the case, it was necessary
to judge the case from an unprejudiced
standpoint. There had been a rumour in
connection with the relations between Mr.
Lemm and Mrs. Mitchell and it was their
duty to put an end to that rumour. His
Lordship directed the jury to find a verdict
one way or the other and thus put an
ending to it. Proceeding, his Lordship
said that there was doubtless a lingering trace
in their minds that it was somewhat ex-
traordinary that the question should have come
before the Scotch Court and should then again
come before the Hongkong Bench to be de-
bated. That was not so. Capt. Mitchell could only
obtain a divorce in Scotland. Lemm was not a
party to the proceedings. It could not be ex-
pected of Lemm to walk into Court and ask to
be made co-respondent. Such a thing could not
be expected of anyone. His Lordship stated that
the case before them was a very complicated
one and asked the jury to banish all doubts
from their minds. It was possible that the peo-
ple in Scotland may have taken a very serious
view of visiting Macao on a Sunday. It was
therefore perfectly obvious that Lemm should
have a fair trial by those who had a sound
knowledge of local conditions. They were to
bring themselves to the level of the parties
bringing the complaints. They were not to
judge according to their standard but according
to the standard of the people concerned. They
were to judge the people according to their
status of life and their resources. They were
to find whether the visits were inappropriate to
their station of life and their resources. Al-
though the charges were drawn in a general
manner, such as to lead to the belief
that Mrs. Mitchell was the paramour of
Lemm, the jury could not give a verdict
on such an assumption. They were to base
their verdict on definite charges—whether
adultery had been committed in such and
such a month. They were to judge each
particular charge separately. They could not
begin by assuming these and then deal with the
specific charges. They were to deal with the
specific charges first. Coming to the question
of special damages, his Lordship said he could
not advise the jury at present to adopt such a
course, but would have to be prepared to
hear Counsel. If the verdict were in favour
of the plaintiff, then the jury were bound to give
Capt. Mitchell what in their opinion was a fair
compensation as comfort and solace for his loss.
If Capt. Mitchell were entitled to costs, he would
get it. The duty of the jury was merely to give
him what they considered a reasonable com-
pensation for a man in his station of life. Proceed-
ing, his Lordship said it was curious that seeing
that the alleged adultery covered five or six
years, no specific evidence had been adduced

except the visit to the Boa Vista Hotel. His
Lordship could not lead himself to believe that
these people were so clever as to have no
direct evidence against them that they com-
mitted adultery at any time. It was extra-
ordinary that the daughter should have been
present on all occasions. She was said to have
been present on the visit to Macao. She was also
said to have been present when the "boy" ap-
parently visited Mrs. Mitchell at No. 8, Granville
Avenue. Mr. Lemm had given his version of how
he came to meet with Mrs. Mitchell. There was
no evidence that Mrs. Mitchell went to No. 8,
Granville Avenue. They had to consider if
adultery had been committed in any of those
periods (February, March, June, July and
August, 1899). There was contradictory
evidence with regard to whether Capt. Mit-
chell had known if the two had met and
whether he had known if the two had met and
whether his ship came from Wanchai and dwelt on
the conversation which took place on the
rainy night when Lemm visited Capt. Mitchell's
house. In conclusion, his Lordship directed
the jury to judge the question in a reasonable,
just and discreet manner and said he felt
perfectly sure that they would do so.

The jury then retired for about half-an-hour
and returned with a unanimous verdict of
"Guilty" on all the specific charges and award-
ed the plaintiff general damages in the sum of
\$7,500.

Mr. Slade applied for a stay of execution for
three months.

After some discussion, his Lordship granted
a stay of execution for a fortnight, at the end
of which period the question is to be consid-
ered in Chambers.

CANTON DAY BY DAY.

RIOT IN SHAMEN.

[From Our Own Correspondent.]

Canton, 1st September.

A riot occurred here on the Shamene Creek
this morning between the Shamene guards
(Chinese) and the rice merchants owing to a
rice junk having entered the Creek and, as
alleged, having caused an obstruction there.
She was ordered to remove but the men on
board refused to comply. Whereupon
words were exchanged between the men of the
two parties and in the end words led to
blows. The rice merchants along the Sha Kee
Street, in front of the Creek, on the Canton side
were at once informed of the disturbance and
they were then collected in a large number to
attack the guards. In the melee several per-
sons were injured. The rice merchants have
closed their doors against the transaction of
business to-day with the intention of going on
strike. The Taoist of Constabulary, on learn-
ing of the incident, proceeded with several
officials to the scene of disturbance to restore
order. The officials have now the case in hand
and it is expected they will soon settle the
trouble without much difficulty.

At 10 o'clock last night an outbreak of fire
occurred in Ngau Yu Kiu in the Western
suburb in a building contractor's shop. Seven-
teen houses in all were destroyed and several
others were more or less damaged. During the
last few days several cases of fire have been
recorded.

HONGKONG CRICKET LEAGUE.

On behalf of the committee I have much
pleasure in presenting the sixth annual report
of the Cricket League.

Nine clubs participated in the Shield Com-
petition, viz. Hongkong 'B', Civil Service,
Telegraphs, Hongkong 'A', Craigengower, Roy-
al Garrison Artillery, Royal Engineers, Police,
and Kowloon.

The Shield was won by Hongkong 'B' after
a keen struggle with Civil Service; the runners
up.

The competing clubs were not so equally
matched as in the previous season when four
clubs went neck and neck for the Championship.
Some clubs found the league programme
too arduous and failed to complete their fix-
tures.

The premier club, having a heavy interport
programme before it, will not enter 'A' and
'B' teams for the coming season but will prob-
ably enter a capable second eleven. It is prob-
able the Telegraphs will be unable to
raise an eleven and will be merged in the
Hongkong Club. It is anticipated that the
Buffs will join the competition.

It has been suggested that a League XI
play a series of three test matches against the
Hongkong C.C. It has also been suggested
that a second division of the League be formed.

The method of placing clubs in the League
table is the same as that adopted by the Com-
mittee at home, viz., by percentages, and I would
strongly recommend that the method of
arranging fixtures be likewise the same, that
is, that the management of each club please
itself what and how many fixtures it arranges
so long as it arranges and plays at least half
the maximum. If some such scheme as this is
not adopted several clubs and many individual
players will decline to take part in what they
deem a too arduous undertaking.

The Shield and gold medals were given into
the keeping of Mr. F. Maitland, the H.K.C.C.
President, by Mr. W. D. Braidwood, the Vice-
President of the League, at the conclusion of
the match with the Ladies Recreation Club.
Mr. A. E. Asger, the indefatigable hon. sec.
of the League, left Hongkong for England in
April and is expected to return in about two
months.

The accounts show a credit balance of
\$120.

The annual general meeting will be held in
the Hongkong Cricket Club Pavilion on Mon-
day, the 13th of September, at 5.30 p.m.

ALAN O. BRAWN.

Acting Hon. Sec. and Treas.

Hongkong, September, 1909.

CANTON SELF-GOVERNMENT SOCIETY.

THE "FATSHAN" INCIDENT.

[From Our Own Correspondent.]

Canton, 1st September.

At the meeting of the Canton Self-Govern-
ment Society held yesterday, it was unani-
mously agreed to erect a monument, as sug-
gested, over the grave of the late Lai Tso Chol,
who appeared as a witness in the *Fatshan* case
and died, as alleged, of consumption, on ac-
count of having overstrained himself in assist-
ing to fight the case in the interest of the dis-
satisfied passenger.

With regard to the question touching the
present state of affairs in the Three Eastern
Provinces, the Society has been prohibited by
the Government to say anything about it. At
the meeting it was agreed to send telegrams to
the Chinese residing in foreign countries im-
pressing upon them the critical condition of
affairs in those provinces and asking them not
to forget the disgrace involved upon the Chi-
nese people and at the same time to maintain
the boycott movement. In the telegrams thus
despatched, the Society purposely omitted the
name of the country they intended to allude to.

HONGKONG WATER POLO SHIELD COMPETITION.

NINTH ROUND.

In the last round of the Hongkong Water
Polo Shield Competition, the Lusitano Recrea-
tion Club easily scored a victory over the 88th
Company Royal Garrison Artillery by 6 goals
to nil. The latter, however, must be com-
plimented on the splendid game they played,
especially the goalkeeper. An interesting
feature of this game yesterday afternoon was
the absence of fouls.

The second match played yesterday between
the 83rd and 88th Companies Royal Garrison
Artillery resulted in a win for the 83rd Com-
pany by 2 goals to one, after a very hard and
fast contest. The 83rd had matters pretty well
their own way in the first half of the game, scor-
ing their 2 goals, but the 88th reversed the tables
in the second spell, netting once. By winning
this match, the 83rd Company carry off the
Artillery Inter-Company Water Polo Cup,
having also defeated the 87th Company about
a couple of rounds back.

THE REVENUE PROBLEM.

SINGAPORE'S TEMPERANCE.

Circumstances in Hongkong have made it
necessary for the Government to consider its
financial position, with the result that there is
retrenchment on the one hand, and additional
taxation on the other, writes the *Singapore*
Free Press editorially. Retrenchment does not
appear to have greatly alarmed the business
people—those chiefly represented in the news-
papers; the views of the retrenched do not find
an unofficial outlet—but additional taxation
in the matter of liquor licenses is exciting much
discussion and journalistic writing. It is rather
a domestic matter for Hongkong, and we
should not care to interfere, save that the
Straits is alternately pointed to as a bright
example and an awful example. When the
Governor points out that we get 7½ lakhs from
our liquors, and Hongkong only gets 2½, then
the example is one to be followed. But in the
course of argument the *Hongkong Telegraph*
objects that the increased taxation will mean the
closing of many of the houses, with a corre-
sponding diminution of the consumption of liquor,
and we are brought in to another light. Our
contemporary says as to the Governor's conjecture
that there is a larger liquor consuming com-
munity in Hongkong than in Singapore:—
"We have no idea where the Governor ob-
tained the information which led him to the
conclusion that there is a larger liquor con-
suming population in Hongkong than in the
Straits Settlements. Without appearing to
 malign our neighbours in the South we should
say the reverse is actually the case, or at all
events, there is nothing to choose between the
two Crown Colonies. We remember a time
when it was said of Singapore that hardly a
single white resident went home at night per-
fectly sober—which was, of course, a vile
slander—but certain facts must have led to
such a view being expressed publicly. How-
ever that may be, the fact remains that Hong-
kong is quite as temperate as any other place
in the Far East, which may not be saying very
much, but is at least an excuse for the procliv-
ities of that portion of the community which
indulges in what is popularly known as a re-
viver after the day's work, and those who were
temperate before will be much more so in fu-
ture, while those foolish few who drank to
excess will have to curb their appetites in ac-
cordance with the depth of their purses."

We do not regret the comparison of old times
with new. Some might be found to resent the
suggestion that we in the Straits could not
carry as much as they of Hongkong. Such a
comparison is not exactly odious; rather it is
falsome. The report that occurs at the mo-
ment is that the only time the Singa-
pore elephant was really painted, was when
the Hongkong team came down here to
play cricket. During a smoking concert
some of the visitors left the Town Hall and
advised Aspinall's elephant by painting the
poor old elephant. This much is to be said.
It was not entirely red, but variegated cream
and red with black spots. It had never been
done before or has never been done since, but
that can hardly be adduced as to the present
relative capacities of Hongkong and Singapore
for the consumption of liquor. We can, in all
seriousness, assert that a very great change
has come over us in the last ten years, and
that it is no longer considered the thing to do
more than quench the thirst after sports and
games. Hard drinking before and after dinner
is quite out of fashion and that is an advantage
compared with which a diminution of the re-
venue from liquor is a trifling matter.

AN OVERWORKED JURY.

APPLICATION FOR EXEMPTION DECLINED.

At the conclusion of the Mitchell-Lemm case
this afternoon, Mr. J. W. Bolles, on behalf of
the jurors empanelled in the lengthy litigation,
asked the Court to grant them an exemption
for several years.

The Chief Justice smilingly declined to
acquiesce in the application.

O. S. K.'S AMERICAN LINE.

A SEATTLE PAPER'S WELCOME.

The *Seattle Post-Intelligencer* wrote editorial-
ly as follows on August 31:—Another steamship
line between the ports of Puget Sound and the
Orient has been inaugurated, and but little
local notice has been taken of the matter. On
Sunday the first vessel of the new fleet reached
Seattle and went on to Tacoma. This
vessel, the *Tacoma Maru*, of the Osaka
Shosen Kaisha, is the first of the fleet. The
Seattle Maru will be the next one to
arrive, a month hence. Both vessels, as
their names indicate, are built especially for
this trade and this line. The inauguration of
the first line of steamships from the Orient to
Seattle was made the occasion for a great de-
monstration in this city. It was felt, and felt with
reason, that with the commencement of direct
service to the Orient a new era was opened to
Seattle and to all of the Puget Sound country.
The soundness of the prediction was justified by
the fact that since the direct service was estab-
lished a foreign commerce aggregating \$50,000,000
in annual value has been built up from the
Sound, of which commerce, by far the larger
share goes to Seattle. The new service, in-
augurated in connection with the Chicago,
Milwaukee and St. Paul railroad line, merely
affords additional facilities for handling existing
trade and siding in its expansion, so that the
event is not as important as was the establish-
ment of the original line, but it has its own im-
portance at that. When the Union Pacific's
system is operating direct trains into this
city, a matter of but a few weeks in the
future, still another steamship line will be
inaugurated to handle the business of that road.
The foreign commerce through this port has
suffered a severe handicap of late in the rulings
of the Interstate Commerce commission, which
has driven millions of dollars' worth of busi-
ness away from this port, either to Canada or
to the Atlantic seaboard. Fortunately there is
one part of the trans-Pacific which cannot be
diverted, which must be built up in the future,
and that is the export trade in articles of
Washington's own production.

SIR MATTHEW NATHAN'S APPOINTMENT.

It is somewhat difficult to understand the
reason why a distinguished soldier and ad-
ministrator like Lieut. Col. Sir Matthew
Nathan, of the Royal Engineers, should be
appointed to such a post as that of Sec-
retary of the General Post Office, says the
Ceylon Observer. He it was who succeeded
Sir Henry McCallum as Governor of Natal,
returning home on leave, however, quite
lately, owing to the serious illness of his
mother. Previous to that he was Governor
of Hongkong, and other positions he held
were those of Governor of the Gold Coast,
Officer Administering the Government of Sierra
Leone, and Secretary of the Colonial Defence
Committee 1895-1900. His military experiences
include service during the Nile Expedition of
1885 and the Lushai Expedition of 1899, when
he received a medal with clasp. The last Sec-
retary to the Post Office was Sir H. Babin-
gton Smith, K.C.B., C.S.I. The salary of the post is
from £1,750 to £2,000, as against £5,000 for the
Governor of Natal.

THE BANK OF KOREA.

GENERAL MEETING OF PROMOTING COMMITTEE.

A general meeting of the promoting com-
mittee of the Bank of Korea was held on the
23rd ultimo at the official residence of the
Minister of Finance. Baron Matsuo (Governor
of the Bank of Japan), chairman of the com-
mittee, outlined the business of the meeting.
Marquis Katsumi as Minister of Finance, then
made some remarks. He said that the forma-
tion of the Bank of Korea would bring Japan
and Korea into closer relations. In placing
the shares of the bank on the market the ut-
most care must be exercised to prevent a specu-
lative mania. At present the money market
in this country was very easy and the economic
conditions extremely favourable, while cap-
italists were eagerly seeking investments for their
surplus money. If there were any rash in
subscribing for the shares, the financial situa-
tion would be disturbed. It was therefore neces-
sary to exercise care and discretion in order to
avert any attempt to organise a boom.

The meeting adopted the business rules
drawn up by the promoting committee, and
it was decided to appoint a sub-committee for
the management of affairs relating to the pro-
motion of the bank. The Chairman nominated
as members of the sub-committee Mr. Wak-
suki (Vice-Minister of Finance), Mr. Arai
(Korean Vice-Minister of Finance), Mr. Kats-
uda (Director of the Finance Administration
Bureau), Viscount Kodama (a Secretary
in the Residence-General), and Mr. Ichihara
(manager of the Korean branch of the Dai-
ichi Ginko). The nominations having been passed,
the meeting approved the draft of the Articles
of Association. The method of placing the
shares on the market was next considered. It
was decided that the sub-committee should
decide as they thought fit the terms on which
subscriptions should be received, and that if
necessary the list of subscriptions should be
closed even before the expiry of the term when
the required amount was subscribed.

In reply to a question Baron Matsuo in-
quired that he wished the formation of the bank
to be completed before the end of October
next. The meeting rose at 4.30 p.m.

It is expected that the shares of the bank
will be placed on the market by the middle of
next month.—*Japan Chronicle*.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

VICEROY YUAN.

ARRIVAL AT CANTON.

[From Our Own Correspondent.]

Shameen, 2nd September, 4.40 p.m.

Viceroy Yuan Shu-hsun arrived at one o'clock this afternoon.

The official landing took place at the Government wharf.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Shuang Po."] Peking, 1st September.

As soon as his leave of absence has expired Grand Councillor Chung Chih-tung proposes to publish for general information the agreement for the loans for the construction of the Canton-Hankow Railway.

STUDENTS FOR AMERICA.

A THOUSAND CANDIDATES.

[By courtesy of the "Shuang Po."] Peking, 1st September.

About 1,000 names have been submitted of candidates for examination for the selection of students for America.

FINANCE.

STUDY OF FOREIGN SYSTEMS.

[From Our Own Correspondent.] Peking, 1st September.

The Grand Council has held a conference at which it was decided to despatch a high official abroad to study foreign financial systems, inasmuch as Tung Shao-yi has made no report on the subject since his return from the recent special mission.

MR. FAIRBANK'S FORTHCOMING VISIT.

TOUR OF SOUTH CHINA.

[By courtesy of the "Shuang Po."] Peking, 1st September.

The United States Government has informed the Waiwupu that a former Vice-President of the United States (Mr. Fairbanks) is about to visit China.

In the communication a request is preferred that telegraphic instructions be despatched to the Southern Provinces to afford adequate protection to the American gentleman on tour.

APPOINTMENT.

GRAND COUNCIL'S RECOMMENDATION DISAPPROVED.

[By courtesy of the "Shuang Po."] Peking, 1st September.

The Grand Council has recommended that the President of the Ministry of Agriculture, Commerce and Industries be appointed to some post outside Peking and that the vacancy thus created might be filled by the appointment of Prince Tsai Tsan.

The recommendation has not met with the approval of the Prince Regent.

THE CHIENIAO DISPUTE SETTLEMENT REACHED.

[By courtesy of the "Shuang Po."] Peking, 1st September.

In a confidential despatch to the Central Government, the Waiwupu reports that the Chientiao dispute has been settled.

NAVAL COMMISSIONERS.

DEPARTURE FROM SHANGHAI.

[By courtesy of the "Shuang Po."] Peking, 1st September.

Prince Shun Pui-lap and Admiral Sah Chen-ping left Shanghai today.

OPIMUM IN HONGKONG.

SINGAPORE COMMENTS.

The Singapore Free Press writes editorially thus:—

When the Hongkong Legislative Council was asked to pass the amending Opium Ordinance for that Colony, energetic speeches were made by the unofficial members calling on Government to obtain some more definite renewal of the assurance of Lord Crews, that when serious loss had been proved to result to the Colony from the opium policy forced on the Colony by the Home Government, that Government would be prepared to ask Parliament for a substantial vote in compensation. In commenting on the debate in the Hongkong Council on that occasion, we drew attention to the fact that this promise was no real guarantee in itself of any compensation being granted, but merely a promise to ask for a vote for such. The official reply to criticism of this kind is invariably of the tenor that a definite promise to ask for a vote is equivalent to obtaining it. Up to that time there had been no whisper of any desire on the part of the anti-opium section to oppose any scheme of compensation. Their only object apparently was to obtain the suppression of opium, and by inference they were prepared to obtain that at the price of reasonable compensation. The party is however at length showing itself in its true colours. Having forced the anti-opium policy of the Government to a stage when it cannot well draw back, it is now beginning to get Parliament and the people gradually used to the idea of denying any compensation for any loss occasioned thereby. There has possibly never been a stronger example of the utter hypocrisy pervading the anti-opium agitation than this; and we only allude to it in order to draw the attention of members of Council once more to the fact, that the promises of Ministers to ask for a vote cannot be regarded as the slightest guarantee of that vote being obtained. The first sight of the cloven hoof is contained in the following remarks of Mr. E. N. Bennett, Liberal member for the Woodstock division of Oxfordshire. Speaking in the debate on the Colonial Office, he said, referring to Hongkong, "Sir F. Lugard had said that Lord Crews had asked the Imperial Government for a sum of money to make good the loss caused by the closing of the opium dens. He hoped that Lord Crews did not make that statement, but if he did, he trusted that members on that side and the Labour Party would strenuously resist the application of the money of the British taxpayer to such purpose."

Were it not a serious matter for the Colonies concerned, it would be almost ludicrous as an example of exactly what we have all along predicted would happen, namely that the anti-opium party would be prepared for any reasonable measures until such time as a pursuit of their policy was assured, when they would be found the most unwilling of all to make any sacrifice for that policy. It is a curious commentary on the religious cast with which anti-opium agitation is clothed, that no suggestion was ever made at the recent Opium Commission, or has ever been made and publicly adhered to, which would involve the smallest sacrifice on the part of these agitators, who are so extremely anxious to save souls of the heathen that they will not sacrifice a single cent towards that object. We make no doubt that Mr. Bennett's utterance is merely the beginning of a plan of campaign, the object of which will be to gradually accustom the public to the idea that it is monstrous to pay for other people's morals. We congratulate the anti-opiumists on the common sense of their supporters, even if we cannot see quite the same amount of righteousness in their methods as they do. We do not know whether Mr. Bennett is an enrolled member of the anti-opium party, in any case he is a strong supporter, and he is a member who cannot be regarded as some member of the Liberal party may, namely as an irresponsible meddler. He has had a good variety education, has travelled and acted as war correspondent, and served in the South African war. We cannot class him as a man to be entirely disregarded, and we therefore again warn the members of Council, here, that when the time comes for dealing with our own opium question, the utmost vigilance will be necessary, not to prevent either the Government here or at home knowingly acting, unfairly, but to prevent the Government obtaining the passage of objectionable measures, on the strength of illusory promises made doubtless in good faith, but entirely worthless as a "valuable consideration."

THE RUBBER MARKET.

MESSRS. THOMPSON'S FORTNIGHTLY CIRCULAR.

Owing to the extremely small quantity of hard fine Para offering on spot and the strong American demand, we have had an excited market, and the price has advanced 1s. 4d. per lb. for this grade during the past fortnight ended July 24. Caucho ball, in plentiful supply, has only advanced 5d. per lb. To-day's spot quotations are as follows:—hard cure fine 8s. 4d. soft cure fine 7s. 5d. Manoa scrappy negro heads 5s. and upriver caucho ball 4s. 7d. per lb.

At yesterday's auction 2,190 packages of plantation were offered, of which 461 (about 10%) were from Ceylon and 1,729 (about 88%) from Malaya. The market opened strong and improved during the sale, and an advance of about 1s. 4d. per lb. was paid for ordinary sheet and biscuits, and about the same for light crepes. Brown crepes were very irregular but on the whole sold well. Scraps sold from 6s. to 6s. 6d. Smoked sheet is in great favour with consumers and fetched up to 8s. 6d., or about 3d. per lb. premium over ordinary fine sheet.

L. R. D. Kitchener, attended by Capt. Fitzgerald, will, as at present arranged, arrive at Queen's House, Colombo, from Tanicoria, on Monday, September 13, and leave on Wednesday, the 15th, for the Far East by the M.M. Sydney. The visit will be an unofficial one.

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

GENERAL MANAGER'S REPORT FOR THE FOUR WEEKS ENDING AUGUST 14, 1909.

The Chairman and Directors, Raub Australian Gold Mining Co., Ltd., Singapore. Gentlemen,—I herewith beg to hand you my report on your mining and milling operations. The mine measurements and assay returns of prospecting work shows a total of 1,088ft. for the period (4 weeks) under review, made up of 43ft. sinking, 203ft. driving, 860ft. cross-cutting and 92ft. of surface and underground prospecting as against a total of 1,015ft. for the previous four weeks.

MINES.

Bukit Komau.—540ft. Level Drive South.—This end has been driven 3ft. making a total of 120ft. The lode 53in. wide has continued low grade.

540ft. Level Drive North.—Here 18ft. has been driven bridging the total to 69ft. The lode 48in. wide has greatly improved and has averaged 74 dwt. per ton.

440ft. Level Drive South.—To this has been added 24ft. making a total of 617ft. The lode 54in. wide is worth 61 dwt.

The crosscut east has been extended 11ft. making a total of 35ft.

The west crosscut has been extended 7ft. making a total of 31ft. Nothing of importance has yet been met.

440ft. Level Drive North.—This has been advanced 28ft. making a total of 336ft. The lode 51in. wide gives an assay value of 84 dwt.

Drive North, Winze from Drive North of Stope.—To this has been added 24ft. making total depth 43ft. The lode in winze 4 in. wide gives 51 dwt. per ton.

440ft. Level Crosscut East Opposite Shaft.—This has been taken from 25ft. to 47ft.

34 1/2 ft. Level South, Drive South from Stope.—Here 10ft. has been driven making a total of 148ft. The lode 67in. wide gives by assay 43 dwt.

240ft. Level Crosscut West Opposite Shaft.—This has been taken from 6 1/2 ft. to 71 1/2 ft.

Crosscutting for Stope-filling.—411ft. Stopes.—Above the 440ft. level, 2 stopes: Lode 154in. wide and worth 7 dwt.

Above the 340ft. level, 1 stopes: Lode 131in. wide and worth 6 dwt.

Above the 240ft. level, 1 stopes: Lode 157in. wide and worth 3 1/2 dwt.

STOPE MINES.

160ft. Level Drive North.—To this has been added 12ft. making a total 160ft. north of shaft. The lode 45in. wide gives 94 dwt.

160ft. Level 8th.—The crosscut west has been extended 7ft. making a total of 37ft. The drive north on branch has been advanced from 25ft. to 3ft. on lode matter 18in. wide and worth 3 1/2 dwt. All work at this point has now been stopped and the men put to continue the main drive south.

160ft. Level South, No. 1 Winze.—This has been sunk 16ft. making total depth 103ft. At this depth it connected with the drive north on the 260ft. level from Anderson shaft.

Crosscutting for Stope-filling.—199ft. Stopes.—Above the 160ft. level 3 stopes: Lode 90in. wide and worth 15 dwt.

ANDERSON SHAFT.

The main shaft has been sunk 3ft. making 61ft. below the 260ft. level and 267ft. from surface. This is preparatory to fixing the 16in. drain plunger pump and to sinking to another level.

The station at the 260ft. level is cut and timbered.

260ft. Level Drive North.—Here 17ft. has been driven making a total of 103ft. The lode 59in. wide gives 9 dwt. per ton. At the moment the end is not looking so well but an improvement is expected.

A crosscut has been put off to the East 28ft. Several feet of mixed matter has been passed through but no value.

260ft. Level Drive South.—This has been taken from 42ft. to 56ft. The end is much the same at last month.

A crosscut has been put off to the East 15ft. but with no better result.

BUKIT MALACCA.

No. 1 Level Drive South.—This has been advanced 3ft. making a total of 496ft. The lode matter 36in. wide is low grade.

A crosscut has been put off to the East 15ft. in search of better stone.

This part has not given the results expected and work has been stopped. The men are transferred to the No. 2 level, to crosscut East from the No. 2 shaft to intersect the East lode now being worked on the No. 1 level 6ft. has been traversed.

No. 1 Level North, Drive North on East Lode.—To this has been added 36ft. making the total 152ft. The lode 51in. wide gives 14 dwt.

Stopes.—Two have been in operation on a lode averaging 86in. wide and worth 5 dwt.

On surface and underground 92ft. of prospecting work has been done.

The crosscut in winze from surface to the west of Malacca shaft has failed to strike the lode owing to some local disturbance. Work is now being carried on the lode at a shallower depth in the winze.

GENERAL.

At Anderson shaft the machinery has been connected to the balance bob and the main pump rods attached in the shaft. The trial run was most satisfactory.

From the Wilfley tables 62.5 tons of concentrates have been won worth 16 dwt. per ton.

Cyanide.—During the 12 weeks to date 163 tons of concentrates have been re-ground in the grit mills yielding 680s. smelted gold equalling 411 1/2 dwt. per ton. Owing to several delays the tonnage treated by cyanide has been small and the boxes have not been cleared out.

From this date Mr. W. J. Oates will fill the position as Manager of your mines.

Milling Shift for 4 weeks ending August 14, 1909.

BUKIT KOMAU.

40 Stamps: ran 28 days less 1.6 days for repairs and clean up.

Hungating Mill ran 28 days less 2.6 days for repairs and clean up.

Ore Crushed: Komau 2,117 tons.

Stope 1,357 "

Total 3,374 tons.

Amalgam collected 2,711.00 oz. producing Retorted Gold 984.00 " Smelted Gold 957.50 " Average yield per ton 5.67 dwt.

value of tailings .51 "

BUKIT MALACCA.

No. 1 Mill ran 23 1/2 days (crushing 430 tons mine ore and 1,349 tons surface ore).

Total crushed 1,779 tons.

Amalgam collected 235.50 ozs. producing Retorted Gold 81.00 " Smelted Gold 78.00 " Average yield per ton .89 dwt.

Total—Tons crushed 5,183.

Amalgam 2,946.50 ozs.

Smelted Gold 1,035.50 ozs.

Average Fineness 898.64 ozs.

Yield per ton 4.01 dwt.

W. H. MARTIN, General Manager.

PRINCE ITO ON CHINA.

DOUBTS AS TO THE SUCCESS OF A CHINESE CONSTITUTION.

As Prince Ito is the father of Constitutional Government in this country, considerable interest naturally attaches to his views as to the prospects of a similar system being successfully established in China, says the *Kobe Herald*. At a banquet given in honour of the Korean Crown Prince and himself, at Fukushima, a few days ago he spoke at some length on the subject. He was sorry, he said, to find that his fear regarding the progress of Constitutional administrations in Persia and Turkey had been realised, the monarchs of both countries being deposed. In Japan such proceedings could not be dreamed of even by a child. There, in fact, the foundations of the Constitution had now become firmly established. In that connection, he would like to draw their attention to the proposed establishment of a Constitution in China. On whether or not that project proved a success, the fate of the Empire of China must, he believed, depend. Unfortunately, however, he could not but feel doubts on the point, and as a failure to satisfactorily establish constitutionalism in China might endanger the peace of the Far East, he ventured to ask them to pay attention to certain considerations. In Japan there was great facility for inter-communication. Being an island, it was easy to go by sea from one part of the country to another, and she also possessed a number of railways, with the result that there was no difficulty in assembling a Diet at Tokyo every year. But the case was entirely different with China. With the exception of certain rivers, the facilities for inter-communication in the interior were extremely scanty. He therefore could not help wondering how the Chinese Government would be able to get a Parliament together every year. With the exception of the Yangtze, there was almost no means of communication with Szechuan, which had a population of 70,000,000, and it took about half-a-year to go to some parts of that Province. It was also very difficult to reach portions of the interior of Kansu. Both the enormous area of China and the difficulty of communication were, indeed, almost beyond the imagination of people living in Japan. Consequently, even if Constitutional Administration were successfully established in China, it was difficult to see how it could be properly carried on. Furthermore, it was very far from an easy matter to change customs in China. It was very difficult to reform even the mode of assessing taxes. When he (Prince Ito) met Li Hung-chang at Tientsin, he told him that it was very unfortunate that the Chinese Government's revenue was only 130,000,000 a year although her Empire was so extensive, and advised him to readjust taxation in order to establish a satisfactory Army and Navy and reorganise the Government. Li answered that the Hun era, many hundred years before, it had been impossible to improve the practice as to taxation. I then said if China was unable to reform not only customs which had existed since the Hun era but some which had been in vogue since the commencement of her history, she might fail. He made no reply. In the third place, it must be remembered that constitutional administration should be established upon a foundation of local autonomy, but it is very difficult for China to establish even the latter. In any case, the question of how the Chinese Constitutional movement would affect the general peace in the Far East was undoubtedly a serious problem. If China should not succeed in conducting Constitutional administration after establishing such a system, what would be her fate? He had not seen in any paper or magazine the views of European or American authorities with regard to that point. He did not know whether that was because they had not given attention to it or whether, having studied it, they had purposely remained silent. As her near neighbour, Japan must be very much affected by the result, whatever it was, of the Chinese Constitutional movement, so that the Japanese should pay more attention than they now did to all developments in that direction.

HUMAN HEAD IN A SAUCEPAN.

GRUESOME DISCOVERY IN TOKYO.

A large saucepan being seen in the Shinjuku bar at Utsuno Park, Tokyo, on the 23rd ultimo, a policeman secured it and took off the lid. At first sight the saucepan appeared to be stuffed with old cotton, but on this being removed a decomposed human head was found, to the consternation of the officer and those gathered round. It is supposed that the head is that of the woman whose headless body was washed ashore in a trunk near Omoji, on Tokyo bay, some time ago, as reported in our columns at the time. The author of the crime has not yet been arrested. It is believed, with this new clue, that the police investigations will have a more successful result.

To-day's Advertisements.

NOTICE is hereby given that the portion of Reclamation Street lying between Saigon Street and Market Street will be CLOSED FOR TRAFFIC from MONDAY, the 6th instant, until further notice.

P. N. H. JONES, Director of Public Works. Public Works Department, Hongkong, 2nd September, 1909. [625]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "ASSAYE."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *Mooltan* and *Oceana*.

From Australia, ex S.S. *Mantua*, From Calcutta, ex S.S. *Scyllia*, From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

R. A. HEWETT, Superintendent. Hongkong, 2nd September, 1909. [626]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAKATA MARU."

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 8th September will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 2nd September, 1909. 1458-459

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, the 4th September, commencing at 4.15 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club of Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE, Hon. Secretary and Treasurer. Hongkong, 1st September, 1909. [622]

Intimations.

THE DAIRY FARM Co., LIMITED. BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 1st September next, when the following prices will rule:—

per lb.
"Honeysuckle" brand \$1.00
"Daisy" 80
"Dairymaid" 70
"Buttercup" 65
Hongkong, 25th August, 1909. [580]

PILSENER

"ASAHI"

AND

"SAPPORO" BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

"H. PRICE & Co.

"A. S. WATSON & Co., Ltd.

"VICTORIA DISPENSARY.

"WATKINS, Ltd.

"FRENCH STORE.

"KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471]

CLUB WHISKY

AGE, QUALITY

AND

MELLOWNESS.

Test for 15 years as an Ideal Scotch for this

climate.

\$14 - - - Per Case.

H. PRICE & CO., LD.,

WINE MERCHANTS.

12, Queen's Road Central.

Telephone No. 185.



Hongkong, 2nd September, 1909.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 25 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe; also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Ship over-privileges at the various points of interest on route.

"R.M.S. MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 43.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. ORRIDGE & CO., General Traffic Agents, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 3rd Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAISANG	SATURDAY, 4th Sept., 2 P.M.
SANDAKAN	MAUSANG	SATURDAY, 4th Sept., 3 P.M.
SHANGHAI	KWONGSANG	SUNDAY, 5th Sept., Daylight.
MANILA	YUENSANG	FRIDAY, 10th Sept., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	HINSANG	TUESDAY, 14th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMSANG	FRIDAY, 17th Sept., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kwangsi*, *Namsang* and *Yuensang* leave about every 3 weeks for Shanghai and Yokohama via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafon, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 2nd September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
HOIHOW & HAIPHONG	"SINGAN"	3rd Sept., 9 A.M.
AMOI, SHANGHAI & CHINKIANG	"SECHUEN"	4th " 4 P.M.
SHANGHAI	"OHENAI"	5th " Daylight.
MANILA	"TAMING"	7th " 4 P.M.
WEIHAIWEI & TIENSIN	"KUIKOW"	8th " "
ILOILO	"KAIPOK"	8th " "
SHANGHAI	"ANHUI"	9th " "
SHANGHAI	"LINAN"	12th " Daylight.
MANILA	"TEAN"	14th " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	23rd " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and "Electric Fans" in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

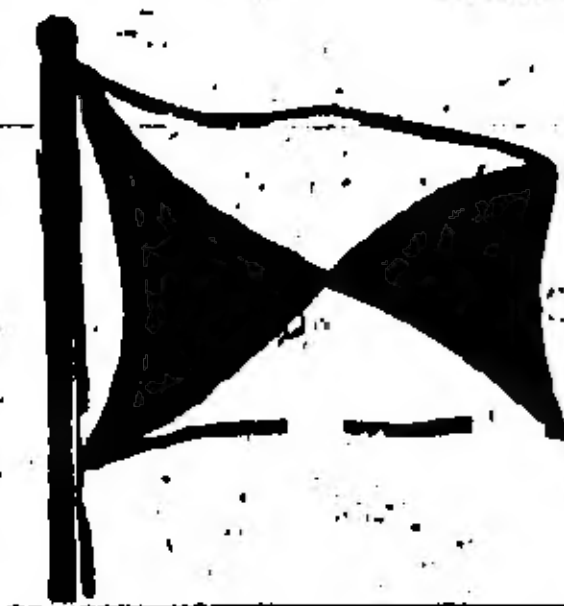
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Lintan*, *Chinkiang*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16. Hongkong, 2nd September, 1909.



HONGKONG—MANILA.

CHINA AND MANILA.

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2500	R. W. Adcock	MANILA	SATURDAY, 4th Sept., 4 P.M.
ZAFIRO	2500	R. Rodger	"	SATURDAY, 11th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 31st August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 25th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 1st September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	"TACOMA MARU"	4,416	SATURDAY, 25th Sept., at Noon.
HAMA	"FITZPATRICK"	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIJIN MARU"	SUNDAY, 5th Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHIOJHU" MARU and "BUJUN" MARU.

First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 2nd September, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Capt. R. Takeda, Tons 6500.	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA, E.C. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.	HITACHI MARU, Capt. N. Matsumoto, Tons 7000.	WEDNESDAY, 20th Sept., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	SHINANO MARU, Capt. K. Kawara, Tons 6500.	TUESDAY, 14th Sept., at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA.	TANGO MARU, Capt. S. Ishikawa, Tons 8,200.	TUESDAY, 28th Sept., at 4 P.M.
KOBE AND YOKOHAMA.	NIKKO MARU, Capt. M. Yagi, Tons 6000.	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI AND YETOROFU MARU.	KUMANO MARU, Capt. M. Winkler, Tons 6,000.	FRIDAY, 1st Oct., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 5,500.	WEDNESDAY, 19th Sept., at Noon.
	HAKATA MARU, Capt. J. Dingo, Tons 6,500.	FRIDAY, 3rd Sept., at 4 P.M.
	KITA-O MARU, Capt. F. E. Cope, Tons 9,200.	FRIDAY, 24th Sept., 5 P.M.
		WEDNESDAY, 8th September.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS.—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Atsuta Maru (Capt. W. Thompson) About Wednesday, 22nd September.

Miyasaki Maru (Capt. T. Mukai) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. Cope) About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Hongkong, 2nd Sept. 1909.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 4th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation is which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay by the R.M.S. *Perla*, due in London on 16th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th August, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE," expected to arrive on or about September.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

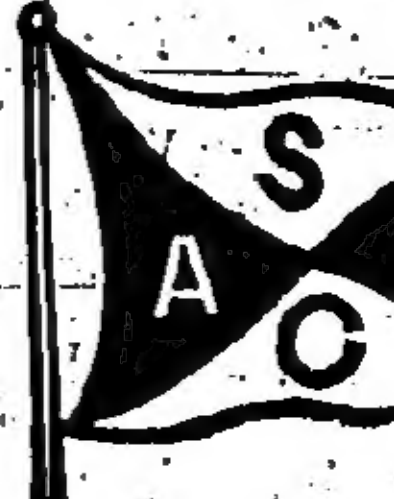
PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 31st July, 1909.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

S.S. "INDRAPURA" On 17th September, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 24th August, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG" Capt. H. W. WALKER "KWONG SAI" Capt. E. S. GROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey—\$4. Meals—\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN," Captain J. G. Oliffent, will be despatched for the above Ports, TO-MORROW, the 3rd Inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 2nd September, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, Etc.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on WEDNESDAY, the 15th Sept., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
*Swetic	6,332	S. Shotton	10th Sept.
*Osgood	4,657	F. W. Davies	21st Oct.
*Kumetic	6,332	J. Mathie	18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 31st August, 1909.

Intimations.

O. C. MOOSA

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS, VARIOUS COLORS.

MOUSQUETEIRE GLOVES, WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHING.

Samples on application. Coast Port orders carefully executed.

Hongkong, 26th September, 1909.

AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE-WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiores are also most grateful for the patronage of the old Hongkong and the Coast Ports, and are ready to be in the line for the children of the Poor Schools, who are taught by the Sisters.

Wanchow, 26th April, 1909.

